

*Best Wishes
for a
Happy New Year
from the
Aeronautics Commission
and Staff*



**MONTANA
AERONAUTICS
COMMISSION**

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**FAA GADO
CHIEF RETIRES**

F. W. "Fritz" Lueneberg, head of the Gado #1 office of the Federal Aviation Administration in Billings, was honored at a party October 9 upon his retirement from the FAA. Lueneberg was with the agency for nearly 25 years.

George Batchelder, Accident Prevention Specialist of the Billings office, served as MC at the party which was attended by over 125 people from all segments of the aviation community. T. E. Ashley, Assistant Chief of Flight Standards of the Rocky Mountain Region, presented Lueneberg with his Retirement Certificate and a Special Achievement Cash Award. Among the many gifts presented to Lueneberg were a

matched pair of Model "T" headlights and coil and a J-3 wing rib and compass. These were given as starter kits for the Model "T" and J-3 Lueneberg hopes to acquire and restore as a retirement project.

Lueneberg first soloed in an Aero Sport biplane in 1934 at Milwaukee, Wisconsin. He did his early flying in that area and worked as a fixed base operator at West Bend, Wisconsin in 1939 and 1940. From 1940 until 1942 he served as an instructor, first with the CPTP program in Wisconsin and then with Cal-Aero in California.

Entering the Air Corps in 1942, Lueneberg served as an instructor in the St. Joseph, Missouri area and from 1944 until his discharge in 1946 flew the "Hump" route for the Army Air Transport Command in the China-Burma-India Theatre.

Lueneberg first joined the FAA—then CAA—in 1947. He served at St. Louis, Missouri; Huron, South Dakota; and Juneau and Fairbanks, Alaska before leaving the FAA to work as a fixed base operator at Edgemont and Spearfish, South Dakota. He rejoined the FAA at Wichita, Kansas in 1957. From Wichita, Lueneberg moved to Milwaukee until 1963 at which time he came to Billings, where he concluded his service on October 1 of this year.



**MAC STAFF
DOES PRELIMINARY
WORK AT TOWNSEND**

The preliminary staking and survey work for Townsend Airport's recently completed lighting system was done by Eric Lieberg and Randy Bowsher under the supervision of

(Continued on Page 7)

**MISTAKE IN
FEDERAL AIRPORT
FUNDS' FIGURE**

An article which appeared in the November 28, 1971 issue of the **Great Falls Tribune** stated that the money available to Montana for fiscal year 1972 under the Airport and Airways Development Act was \$1,750,307. The figure should be \$3,026,216. For further details see **Airport Notes** in this issue.

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City/County Airport
of the
MONTANA AERONAUTICS
COMMISSION**

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Helena, Montana 59601

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**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	Dec.	Jan.
Butte	8	5
Culbertson		5
Glasgow		20
Glendive		6
Great Falls	2	
Havre		19
Kalispell		22
Lewistown		19
Miles City		20
Missoula	16	
Sidney	9	

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: Until further notice GADO #1 in Billings will be open the third Saturday of each month **ON AN APPOINTMENT BASIS ONLY!**

Astronauts and Air Force test pilots, polled on their preferences for off-duty activities during long duration space flights, listed exercise equipment, general and sports news, communications, and snacks,

Director's Column



With this issue of the newsletter we are starting a series about flight counselors in the state of Montana. This is a short biography of each pilot which has been furnished to us and will help a newcomer in the area know the person who can give him the best advice as to how to fly the special conditions which may exist. We hope to run an article each issue about a flight counselor.

Another series we would like to run would be an interesting flight by Montana pilots, whether for pleasure or business. Generally these would be flights you would like to recommend for their pleasure with some information about special conditions or experiences that occurred to you when the flight was made.

The proposal for Montana Airport Airways program is in the Denver office for approval and as soon as that is received the study of Montana transportation and airports for the next three decades will be commenced. We are anxious to have this study concluded so we can let the aviation industry and the sponsoring communities of airports know what they might expect in the way of airport and airways development in the next several years.

One thing is certain and that is that the environment and the ecology will be an important part of any planning in the future. Anyone who believes that the impact made by the environmentalists and the ecologists is just a passing fad would do well to consider the past mistakes made by the aviation industry in planning, or lack of planning, in locating airports and in the continued maintenance of certain airports. The noise level of

aircraft has steadily increased and people have come to recognize that all forms of living things that can hear are affected by this noise. I think that the aviation community is as conscious of environment and ecology as any other group but when one looks at the location of some airports in relation to its surroundings, it is obvious that we have not always given the environment and ecology the attention that it has required. To obtain federal funds it will be required that hearings be held to insure the protection of the people and the environment and ecology before federal funds may be used on an airport. I think this is an excellent idea and even though it may delay and sometimes even stop the construction of an airport it is an absolute necessity. We must have all the facts that are available brought before the responsible agencies before airports are constructed. Toward this end the new federal and state laws can do much for future airports and the study that is being undertaken will help aviation help the environment and ecology.

Hopefully we will have some discussions in laymen's language of the new airport authority act which authorizes regional airports allowing the cities and counties or multi-counties, or any other sponsoring authority including the state or federal government to get together with counties and cities to build an airport to serve a region rather than a single county or a single city. This act was passed by the 1971 legislature and has been successful in other states and we will get more information about this act as time goes by

We received with great regret Duane Jackson's resignation as Assistant Director for Aviation and Space Education. We were fortunate that he has agreed to remain available as a consultant in the aviation field and work closely with the Aeronautics Commission to continue to bring the needs and capabilities of aviation to the grade and high schools of Montana. Duane's position

was part time with the Aeronautics Commission and part time with the Superintendent of Public Instruction as aviation consultant and supervisor there. He now will be in foreign languages and this amounts to a promotion for him which was not available for him here in the Commission office, but I am confident we will have the full value of his ability here because of his deep and continuing interest in aviation. The Foreign Language Department of the Office of the Superintendent of Public Instruction is going to receive a real lift with Duane Jackson. We here at the Aeronautics Commission hope that his schedule will allow him to continue to work with us so that the loss that might otherwise be irreplaceable will not be so severe.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Morrow, O.—Great Falls
Hughes, Richard—Great Falls

PRIVATE

Schultz, George—Grande Prairie,
Alberta, Canada
Lea, Ronald—Ponoka, Alberta,
Canada
Podluzny, William—Edmonton,
Alberta, Canada
Monaghan, Charles—Terry
Lande, George—Billings
Lowe, Theodore—Billings
White, Donnie—Boyd
Hansen, Henry—Billings
Kunkel, Larry—Calgary, Alberta,
Canada
Dargan, John—Darlington, South
Carolina
Pew, John—Missoula
Jeffries, Louis—Victor
Bower, Marion—Troy
Booth, John—Butte
Miller, Wilfred—Whitefish

Hodge, Ludwig—Helena
Detwiller, Ned—Alma, Michigan
Rouse, Gary—Hamilton
Ryan, John—Saskatoon,
Saskatchewan, Canada
Fournier, Joseph—Ferland,
Saskatchewan, Canada
Gray, Davina—Bozeman
Tabor, Walter—Kalispell
Kirscher, Ralph—Livingston
Klock, Harry—Harlowton
Blomer, Bernard—Glasgow
Michels, Kirk—Miles City
Hansen, Jay—Billings
Johnson, Robert—Great Falls
Harma, George—Libby
Anderson, Lorn—Dillon
Bowman, Alfred—Great Falls
Diesen, Lee Ann—Whitefish
Sylvester, Charles—Great Falls
Ibsen, Dirk—Missoula
Stillwell, Orrin—Kalispell
Sweeney, James—Sturgis, North
Dakota

Johnson, James—Philipsburg
Weydahl, Allen—Missoula
Unkel, William—Northport,
New York

Simonson, Lynn—Saco

COMMERCIAL

Rench, Jerry—Fort Worth, Texas
Peden, Julianne—Billings
Wetherall, Frederick—Calgary,
Alberta, Canada
Volkomenner, Martha—Great Falls
Poxon, Lawrence—Calgary,
Alberta, Canada
Cone, Robert—Saskatoon,
Saskatchewan, Canada
Fournier, Jean—Saskatoon,
Saskatchewan, Canada
Graf, Harold—Fairfield
Keller, Colin—Rockglen,
Saskatchewan, Canada
Douglas, Wray—Edmonton, Alberta,
Canada
Lorenz, John—Butte
Cebulski, Kenneth—Malta
Dunsmore, Thomas—Calgary,
Alberta, Canada
Janzen, Russell—St. Albert,
Alberta, Canada
Olsen, John—Saskatoon,
Saskatchewan, Canada
Truzzolino, John—Butte
Kalitzke, David—Kalispell
Kistler, Frederick—Dillon
Purcell, Donald—Oak Park, Illinois

Miller, Robert—Billings
Koehler, Charles—Santa Fe,
New Mexico
Eisenman, Larry—Missoula
Colmeman, Gary—Missoula

COMMERCIAL HELICOPTER

Devries, Ernest—Roberts
Waldo, Richard—Glendive

MULTI-ENGINE

Merwin, William—Hittinger, North
Dakota
Morris, James—Twin Bridges
Wardle, Alma—Great Falls
Denton, Larry—Missoula

INSTRUMENT RATING

Biggerstaff, Michael—Wolf Point
Hindman, Travis—Columbus
Tillett, George—Forsyth
Alexander, Howard—Great Falls
Eisenhart, Allen—Wibaux
Poling, John—Glasgow
Wright, Robert—Cochituate,
Massachusetts
Argo, Vern—Missoula
Janzen, Russell—St. Albert,
Alberta, Canada

ATR

Powell, Charles—Aurora, Colorado
Davis, Richard—Denver, Colorado
FLIGHT INSTRUCTOR—AIRPLANE
Mecklenberg, Gregory—Bozeman
Torrence, Richard—Battle Mountain,
Nevada

Rogers, John—Lewistown
Bloom, Delbert—Gardiner
FLIGHT INSTRUCTOR—INSTRUMENT

Spargo, Martin—Great Falls

BASIC GROUND INSTRUCTOR

Hoyhtya, James—Glendive
Tessitore, Michael—Stevensville
Wehrman, Eugene—Billings

ADVANCED GROUND INSTRUCTOR

Bloom, Delbert—Gardiner

HELICOPTER

Eisenhart, Allen—Wibaux
Janzen, Russell—St. Albert,
Alberta, Canada

AIRFRAME MECHANIC

Van Manen, Donald—Kalispell
Pace, William—Helena

POWERPLANT MECHANIC

Rimby, Ronald—Lewistown
Van Manen, Donald—Kalispell
Shipstead, James—Scobey
Holcomb, Lyman—Kalispell

RADIO REPAIRMAN

Jenkins, Gary—Helena

AVIATION EDUCATION HIGHLIGHTS



By **DUANE JACKSON**
Aviation Education Supervisor

SOVIET TOUR

I previously gave a brief outline of my summer tour of the Soviet Union. This tour was part of an aerospace course.

The following is an excerpt from the course announcement pertaining to the Soviet aerospace tour:

"The group will depart on July 31 via Alaska Airlines for a fifteen day tour of Russia and Siberia. The embassy of the Union of the Soviet Socialist Republics in Washington, D.C. has assisted in providing a stimulating program within the Soviet Union. Activities tentatively planned include meeting with the cosmonauts, aircraft factory tour, air show, (hopefully one will be designed specifically for this seminar), viewing of Russian supersonic transportation aircraft, visits with young Russians in aviation clubs, aerospace oriented programs, introduction to the University of Moscow programs on aviation education, and visits to the all-union Exhibit of Achievement of Peoples Economy, Palaces of Young Pioneers, Society of Friendship and Cultural Relations with Foreign Peoples, Museum of History of Soviet Aviation and Birth of Russian Aviation, Pavillions of Rocketry, Development of Space and Young Technicians."

The list of aerospace highlights items actually provided is much shorter. Promised items which actually materialized included a visit to the all-union Exhibit of the Achievement of Peoples Economy at which the space pavilion was most interesting. The main, large Palace of Young Pioneers in Moscow was the object of a rather discouragingly long and pointless visit. No young pioneers or projects were to be seen. We vis-

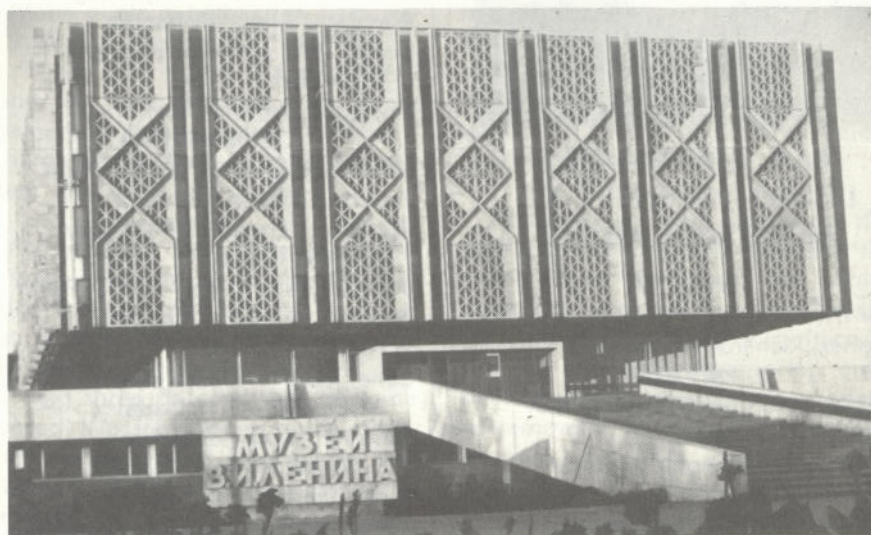
ited the House of the U.S. Soviet Friendship, which was the equivalent of the Society of Friendship and Cultural Relations with Foreign Peoples. This particular visit was quite interesting and too short. We saw some short commercial film on Soviet aircraft available for sale. Afterward the group was introduced to a panel of top level personnel in Soviet civil aviation. An interesting trip to the Museum of History of Soviet Aviation and Birth of Russian Aviation was allotted forty-five minutes after a full morning was taken up with the opportunity to visit the Lenin mausoleum.

Despite the fact that the above list of items provided is much shorter and less spectacular than the list of items promised, the tour did consist of many interesting and educational experiences. I would like to enlarge on a number of these.

and set about providing sleep. The time change also meant that most people were awake and in command of their usual morning alertness long before they were rested. During the week in Sochi, Moscow and Leningrad people became pretty well adjusted to local time, since it remained the same in those cities. However, the twelve hours gained during the return flight from Leningrad required several additional days to allow the body to adjust.

In addition to occasional aerospace highlights, there were ample opportunities to see the ancient and modern architecture, contrasting ethnic groups and cultures and the vastness of the Soviet Union. One such picture shows the modern Lenin Museum in Tashkent.

The Soviets are also busy at renovating, maintaining, and improving tourist attractions. This area of ac-



Lenin Museum in Tashkent.

Circadian rhythm is amply displayed in this type of trip. In aerospace courses we frequently discuss the biological clock, but traveling with the sun around the world certainly exemplifies the phenomenon. The first day in Khobarovsk was seven hours longer than usual. This meant that our bodies were expecting to have had approximately six hours sleep by the time we actually dragged ourselves out of an interesting Lilliputian circus at 11:00 p.m.

tivity includes repairs to mosques in Samarkand and churches in Moscow, both of which have obviously been neglected. It includes a countrywide chain of government souvenir stores in which items are priced in U.S. dollars and sold for foreign currency only. These stores accommodate only foreigners. Many items are much less expensive in these stores than when purchased in regular shops. Price comparisons frequently showed differences of more than fifty per cent.

For accommodations, many new In-tourist hotels, have been recently completed and many are scheduled for construction.

Intourist also maintains a large number of local and traveling guides capable of working in several languages. French, German, Spanish, and English appeared to present no problem. Probably the same could be said for other languages. These guides were generally well informed and, unfortunately, well indoctrinated. Despite the keen interest in tourism, several facts of Soviet life have not been completely altered to appease or appeal to tourists. The Soviets are still very sensitive about photography involving even common aspects of air terminals and a few other items. Customs inspections and airport security seem tedious. Departing from Leningrad required three passport checks before a final check at the foot of the loading ramp. All this for a group of tourists who arrived, waited and were processed as a segregated group. In this instance the conflict between Intourist as an agency and Internal Security as an agency is clarified. Intourist appears to have the same problem in working with Aeroflot on tour.

Another detraction to tourism, I presume at least for Americans, is the tendency for the guides to expect the same passive submissiveness as they apparently expect and receive from Soviet citizens in regard to unexplained changes, such as flight alterations, hotel changes, schedule changes and lengthy waits. Undoubtedly the many occurrences of these problems could have been explained and would have been generally well received. However, the need to explain such problems or changes did not occur to the guides.

The oft repeated advice that you can travel the world and get by with English language may be true. But probably people do not properly appreciate the narrow meaning of getting by. In the Soviet Union getting by excludes being able to read street signs, entrances and exits, even the word "stop" (spelled cmon). Get-

ting by excludes being able to read location, row and seat number on a ballet ticket. It excludes, in many cases, being able to order water, coffee or tea. Language did present a real barrier for many of the tourists.

Such areas of discussion of the trip could be extended. Hopefully, this discussion serves to further illustrate some aspects of the trip.

One-fourth of all officers in the U.S. Air Force have less than three years of service. Their median age is 30.

1972 AVIATION SAFETY SEMINARS SCHEDULED

The following announcement comes from GADO #1, Billings:

We invite all pilots in the Billings District to attend a seminar nearest or most convenient to their location. All seminars are held on a Saturday for maximum turn-out. The subjects are presented by four inspectors in response to requests listed on last year's critiques. New films, new handouts, and new subjects are being offered. We ask your participation, questions, comments, and ideas. Every aircraft owner and pilot is paying for these services—come and get something for your aviation tax dollar.

The following Aviation Safety Seminars will be presented by the Billings GADO in coordination with MPA Hangars and Fixed Base Operators in the Billings District.

January 8: Lewistown—Yogo Motor Inn. Coordinator: Don Woodward, Chief LWT FSS.

January 22: Big Timber—Fryes Cafe. Coordinator: Robert W. Ferguson, FBO—Big Timber.

February 5: Hardin—Airport, Boles Aviation. Coordinator: Robert Boles, FBO, Hardin.

February 12: Billings—Northern Hotel. Coordinator: Mike Shore, Pres., Billings MPA.

March 4: Broadus—Community Center. Coordinator: Osborn Pemberton.

March 18: Miles City—Miles Community College. Coordinator: Al Miller, Pres., Miles City MPA.

April 1: Wolf Point—Elks Club. Coordinator: Floyd Johnson, Pres., Wolf Point MPA.

HOURLY BREAKDOWN

0900-0930	REGISTRATION
0930-1030	IN THE GREEN
1030-1100	COFFEE AND DOUGHNUT BREAK
1100-1200	PREFLIGHT THE PILOT
1200-1330	LUNCH BREAK
1330-1430	WINTER OPERATIONS & MOUNTAIN FLYING
1430-1500	COFFEE BREAK
1500-1600	WEATHER TO FLY



YOUR ACCIDENT PREVENTION COUNSELOR IN GLASGOW

A native of Minnesota, John T. "Bud" Boe, has been flying since 1956. Boe came to Montana as a youngster and took his first flight off the old football field in Glasgow in 1945. His FAA certificates include: Airline Transport Pilot—ASMEI; Commercial—Rotorcraft-Helicopter; Flight Instructor (Gold Seal)—Airplane and Instrument; Ground Instructor—Advanced and Instrument; and, FAA certificate of authority to act in the capacity of a pilot examiner.

A graduate of Pacific Lutheran University, Tacoma, Washington, Boe's aviation education includes the U.S. Marine Corp Aviation Electronics School in Memphis, Tennessee; Northwest School of Aviation, Seattle, Washington for Flight Engineer on the DC-6 and 7; and the FAA Academy in Oklahoma City.

Since 1966, flying has been Boe's fulltime occupation. Before his present employment at Wokal Flying Service of Glasgow as Chief Flight Instructor, Boe was an instructor for Tacoma Flying Service, Tacoma, Washington, and Ross Aviation, Fort Rucker, Alabama. He has also served as 2nd Officer on Northwest Airlines 707 series, and as General Aviation Operations Inspector, GADO #1, FAA, West Chicago, Illinois.

Boe presently resides at 715 5th Ave. North, in Glasgow with his wife Karen and daughter KK.

Approximately 25,000 flame propagation test series were conducted by NASA in search of non-flammable materials for the Apollo program.

FAA INSPECTOR'S CORNER



By George B. Batchelder, Jr.
Accident Prevention Specialist
GADO No. 1, Billings

"HANGAR FLYING"

It's that time of year again. Hunters are spinning tales of the perfect shot, fishermen telling of the one that got away and then, as the weather turns blustery, Hangar Flying picks up.

The pilot doesn't live who hasn't participated in this fascinating sport. It is an economical way to re-fly those favorite trips and share with fellow flyers your masterful airmanship. One can always leave out those dribbling basketball type landings, the tire-squealing skids from lack of crosswind correction or the nicks and scratches your aircraft seems to have acquired all by itself. Like wine these stories improve with age and are finally discarded only when each and every flying buddy has had his ear bent with your particular escapade.

Sessions I have participated in seem to always deteriorate into recounts of skin-of-th-teeth escapades.

The truth of the happenings varies with the pilots listening but from these stories come little bits of information which reveal a fantastic lack of knowledge of aeronautical facts. I heard a pilot say in all seriousness, "I hate to fly with the wind too long—my engine over-heats." Another would-be bush pilot confided to me, "I cut two inches off each end of my prop and I'm really getting the RPM now!"

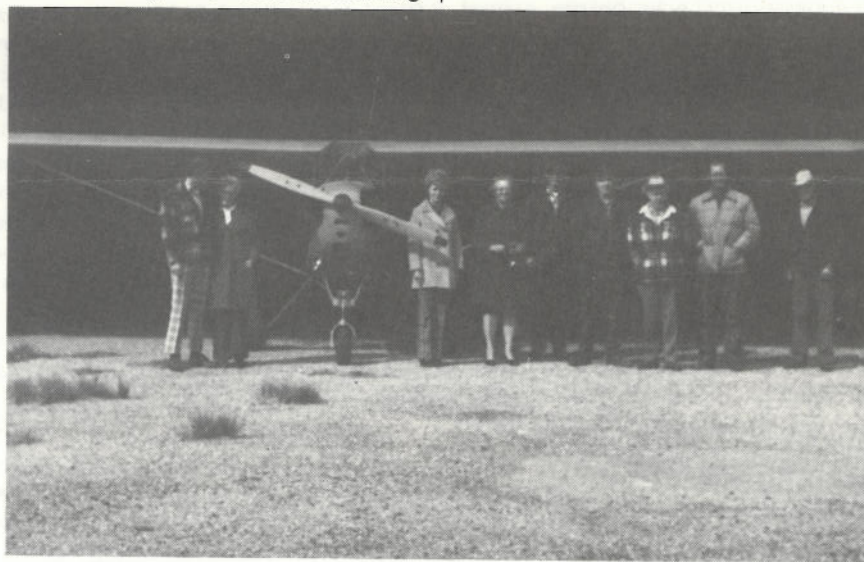
The real trouble with pronouncements of this type at a hangar-flying session is that the novice pilot might just buy these discoveries as inside information and be tempted to put them to use. It would be wonderful if all hangar flying could be done with an operations manual in hand

for the particular airplane under discussion but this seldom happens so the new pilot would do well to follow up on such sessions with a look in the book. Perhaps the owners manual or operating limitations manual does not employ the colorful language of "Super-Pilot" but the instructions are many times more valid. There are old-wives tales in any field of endeavor but in flying they can be costly and deadly if taken for the truth. True, pilots do develop techniques to accomplish conditions of flight and operating limitations given for a particular aircraft but these methods should be checked against the pilot's experience, competence, and certification.

May I invite all pilots of GADO-1 district to join in some "hangar flying" with the inspectors of this office during the Seminars to be presented during the season starting

early in the new year. A total of eight one-day seminars will be presented; each on a Saturday from 9:00 a.m. to 4:00 p.m. We will offer, but not be confined to, four subjects by inspectors specializing in their particular field. Separation of fact and fancy will be made and suggestions for operation of your aircraft will be given. Handouts relative to each subject will be available for your own library. The dates and places will be announced shortly and we urge all pilots to pick a time and place most convenient for their participation.

An airline reservation can be made to any place in the world, on any airline with only one phone call at any time of the day or night, seven days of the week.



Left to right: Ed and Carol Thomas, Roberta Moody, Helena; Isabelle Mielke, Leonard Klock, Bill Sanders, Ed Mielke, Paul Aicher, Pete Klock, Harlowton.

HARLOWTON FLY-IN BREAKFAST HELD

A fly-in breakfast was held in Harlowton on September 19 under the dual sponsorship of local pilots and the Harlowton Kiwanis Club. The breakfast was served downtown at the Harlowton Youth Center. Transportation to and from the airport was supplied by members of the local Key Club.

Ten planes with 26 persons on

board flew in. Among the planes were two restored antiques: a J-4 from Billings piloted by Bob Gray and Jerry Glenny; and a J-3 Tripacer piloted by Ron Woltermann with Cindy Lamm, a passenger.

Ed Mielke, one of the local sponsor-pilots, said that more planes had been expected but that a weather front forecasted for the Harlowton area may have kept them from flying in.

AIRPORT NOTES



By **Worthie M. Rauscher**
Deputy Director

ADAP FUNDING—Under the Airport and Airways Development Act of 1970 \$3,026,216.00 of Federal funds will be available for grants for the purpose of Airport Construction. The Federal monies must be matched by sponsor funds on the ratio of 53% Federal dollars and 47% sponsor dollars.

The act provides that the funds for developing Air Carrier Airports and those for General Aviation Airports shall be a separate entity. The funds for Air Carrier Airports are further divided such that each Air Carrier Airport is eligible for a certain amount based on the enplaned passengers plus an amount available to all Air Carrier Airports based on a state wide formula. The amounts available to the various airports based on enplaned passengers are as follows:

Billings:	\$77,727
Great Falls:	57,076
Missoula:	20,647
Butte:	14,275
Helena:	8,327
Bozeman:	7,533
Kalispell:	4,061
MAC: (Yellowstone Airport) ..	3,624
Miles City:	583
Glasgow:	505
Wolf Point	497
Glendive:	449
Havre:	296
Lewistown:	119

For a total of \$195,719. In addition, Air Carrier Airports as a group has available \$1,927,253.00.

The General Aviation Airports in the State of Montana have available for construction grants \$903,244.

The above amounts for the Air Carrier Airports, and the General Aviation Airports (other than the

Air Carrier—\$195,719) include funds which were carried forward for fiscal year 1971 in the amount of \$176,946 for Air Carrier Airports and \$425,793 for General Aviation Airports. The basic provision of the Airport and Airways Act of 1970 is that the ADAP funds (based on the state wide formula) can be carried forward into the following fiscal year: If they are not used by that time the funds revert to a "discretionary fund" and are available to any and all airports in the United States at the discretion of the FAA Administrator. The sponsors funds available through enplaned passengers can be held for the fiscal year for which appropriated plus the two following fiscal years, therefore, the \$195,719 will be available this fiscal year (up to 1 July 1972) plus the following two fiscal years.

From the above it is obvious that the problem facing the various airport authorities within the State of Montana is not the availability of Federal Funds for much needed airport construction projects, rather it is the ability to generate revenues with which to match the Federal funds. These Federal funds are realized through the 7¢ fuel tax on aviation fuel; the Aircraft licensing fees paid by owners of aircraft weighing over 2,500; the 8% Airline passenger tax; plus the 5% air freight tax. Therefore all the monies are "user" generated. It now appears that Montana will not be able to take full advantage of our own funds paid for by the aviation industry in Montana because of the unavailability of matching funds. The most obvious solution is for the various airport authorities in Montana to conduct long-range planning and develop long-range financing as authorized by the Regional and Municipal Airports Act as passed by our last legislature in creating a sinking fund to accumulate the matching monies required to guarantee eligibility for Federal funding.

Airport Certification — President Nixon has signed into law legislation which will extend the deadline for Air Carrier Airport Certification by one year. This will give the Air

Carrier Airports in Montana more time to construct security fencing, acquire crash fire rescue vehicles and train CFR crews. Ultimately our Air Carrier Airports will be faced with the huge expenditures required to meet certification, however, we hope the additional year will see a more reasonable approach established by the Federal Government, one that the Air Carrier Airports in Montana can financially support.

(Continued from Page 1)

Vernon Moody, Supervisor in Charge of Airport Maintenance and Operations, of the Montana Aeronautics Commission. The MAC crew spent September 10 and 11 at the airport marking off the distances, alignment, and primary positions for the new lighting system. Moody and Lieberg later, also installed the foundation for and erected the lighted wind-standard at the air facility.

The final construction was done by Bob Hensley and Gene Connors, Townsend, city employees, and Chuch Reed, a White Sulphur Springs electrician. Hensley and Connors laid the electrical cables and installed the lights. The final hook up was done by Reed.



TOWER

OPERATIONS

November 1971

	Total Operations	Instrument Operations
Great Falls	6,656	1,446
Missoula	7,154	551
Billings	6,084	1,795
Helena	3,098	528

Of a total federal budget of \$229.2 billion for fiscal year 1972, an estimated 42 per cent will be directed toward the areas of education, health, and social security, while only 1.4 per cent is earmarked for space research and technology; a ratio of approximately 40 to 1 in favor of "human resources" programs.

Letters to the Editor

Editor, Montana and the Sky
Box 1698
Helena, Montana 59601

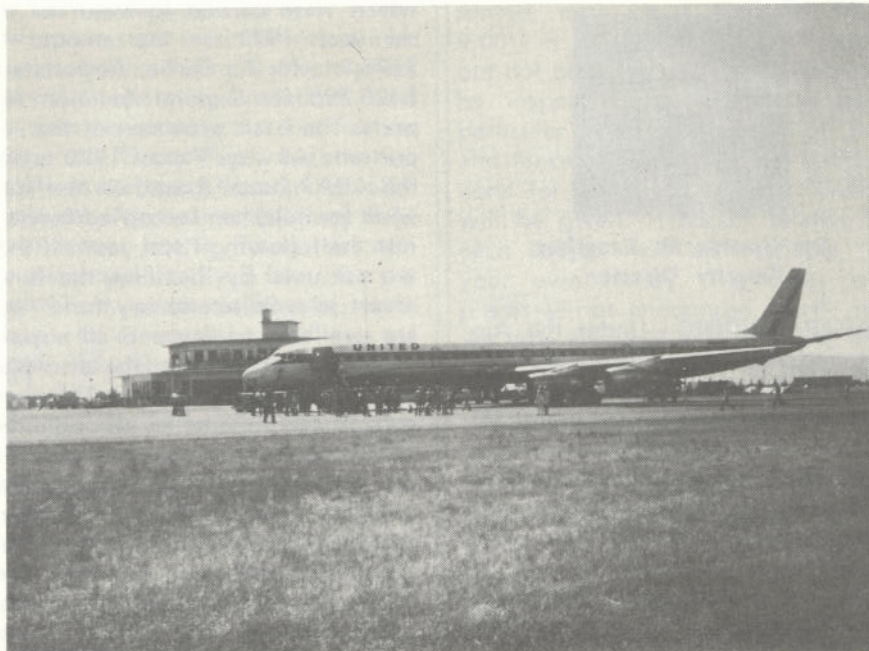
Dear Mr. Hunt:

. . . This is a United Stretch DC-8 which you can see dwarfs the terminal at Gallatin Field and also extends well beyond our taxiway (the out-board engine was sucking in grasshoppers like crazy).

The occasion was the arrival of a young Calvinist group for a meeting at MSU in August.

The aircraft came nonstop from O'Hare and also departed Bozeman with full load nonstop back to O'Hare. This was the largest aircraft in here to date.

Regards,
Bob Stevens
President,
Montana Travel Inc.
209 South Willson Ave.
Bozeman, Montana 59715



Stretch DC-8 at Gallatin Field.

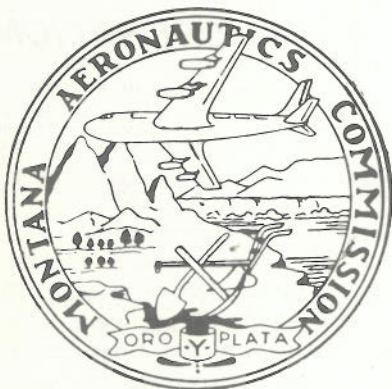
MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

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